Then there is the Vallikkavu-Tamaracolam road. In regard to that too, the Chief Engineer has called for an estimate for gravelling it and for making it a good road. He will take it up as soon as he possibly can.

Then we come to the question of levying fees at the Oachira market. The Oachira market is a regular, permanent, large organised *chanda*. It is not one of the *antikadas* which alone were exempted from payment of fees. I am afraid it will not be possible to exempt the Oachira market from payment of fees.

As regards the conversion of the dispensary at Kayankulam into a hospital, there is a good hospital near by at Mavelikara. There is also accommodation for a certain number of in-patients at Kayankulam. In view of these facts there is no immediate necessity to convert it into a hospital. But, such further facilities as are necessary for the better treatment of patients will be provided at Kayankulam. I shall ask the Inspecting Medical Officer to inspect the hospital and propose the needful in that direction.

107. Needs of the Kartikapalli taluk.

MR. KANAKKU NILAKANTA PILLAI GOVINDA PILLAI (*Member, Kartikapalli taluk*) represented that the Government should pay special attention to the improvement of the means of communication in the Kartikapalli taluk. It was no doubt gratifying that the Government had opened the Kayankulam-Ambalapuzha road *via* Tottapalli lock. But portions of it were dangerously narrow, and should be widened as orally promised by the Dewan when he last visited the Kartikapalli taluk. There were no other proper roads for the use of the people. Most of the inhabitants were agriculturists and they experienced great difficulty in transporting manure, seeds, etc., to their fields. The existing village roads also were unfit for wheeled traffic being sandy.

The Kartikapalli-Kayankulam road, passing through Mutukulam and Keerikad was unfit for wheeled traffic and even for use by pedestrains, being sandy and full of ruts. It was a very important thoroughfare passing, as it did, through extensive fields and connecting two important towns *viz.*, Kartikapalli and Kayankulam. The road should be improved and metalled.

The Haripad-Viyapuram village road was another important highway in the taluk. There was a timber depót at Viyapuram, which was also a chief centre of *punja* cultivation. On account of the unsatisfactory condition of the road, great difficulty was experienced in transporting timber and agricultural produce. It should be improved and metalled.

Another road that stood badly in need of repair was the Haripad-Elanjimel road passing through Pallipad, Chennittala and other places. The road had formed the subject of representation at several sessions of the Assembly beginning from the eighth. The middle portions of the road could hardly be called a road although annually money was alloted for its maintenance. The whole length of the road should be restored and metalled.

The Mundatturkara canal connected the Kulakada river and the Nelpura *kadavu* canal and was only two furlongs in length. But portions of it were wrongly registered and the canal was therefore unfit for traffic and useless for the irrigation of the adjoining wet lands. If the canal be opened, water communication between the Kulakada river and Haripad would be rendered much easier. The total cost of acquisition of lands would only be about Rs. 500. Even that expenditure could be avoided if the canal were opened through Government *kuthakapaattam* lands. The member for Kartikapalli at the twenty-second session of the Assembly had stated that the local inhabitants were prepared to bear the cost of construction if the necessary lands were acquired at Government cost. He had also addressed the Government on the subject. The canal should be opened at an early date according to his proposals.

The Nelpura *kadavu* canal and the Dhanapadi canal were situated at the eastern and western ends of the Kartikapalli taluk. There was a distance of 8 miles to be covered so as to reach one canal from the other by water. A shortcut was feasible and communication between the two could be rendered easier if the Kudilil canal, flowing along the southern side of the Haripad temple, be deepened and extended as far as the Dhanapadi canal. The sites acquired for the dispensary and

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post mortem shed were on the banks of the Kudilil canal. It would also be interesting to note that the historic Karumbali *koikal*, the birth-place of His Highness Martanda Varma Maha Raja was also situated on its bank.

The Dhanapadi canal connected the Kayankulam backwater and the Pamba river. As the locality was sandy, the canal was often silted up with sand from its banks, and the amount spent annually for its maintenance was really a waste. The canal should be deepened and parapet walls should be put up on both sides of the canal with wharfs at convenient places. An estimate for Rs. 80,000 was once sanctioned, but the work was not put in hand because the estimate was subsequently found to be low, especially in view of the rise in the prices of building materials. The work should be taken up without further delay.

The local dispensary was housed in a very inconvenient rented building with very little premises, a source of inconvenience to the patients resorting to the institution. The Government had acquired a site for the construction of a hospital but it was to be deplored that the Administrative Board, Medical Services, had decided that no new building was necessary for the time being. The member requested that the necessary buildings should be put up on the acquired site and the dispensary located there without delay.

There was no public latrine or urinal at Haripad and consequently, the travelling public were put to much difficulty and inconvenience. Roadsides and the premises of public offices were used as urinals and latrines. Public latrines and urinals should therefore be constructed by Government at an early date. The work could not be undertaken by the Municipal Council, because they had no funds for the purpose.

DEWAN'S REPLY: Mr. Govinda Pillai, as regards the metalling of the Kartikapalli-Kayankulam road running through Mutukulam and Keerikad, that can only be taken up after the completion of the main road at Kayankulam-Nangayarkulangara, a portion of the Alleppey-Quilon road. You must wait until then. As regards the metalling of the road from Haripad to Viyapuram that is rather an expensive matter as the estimate works out to about Rs. 26,000. I have asked the Chief Engineer to call for an estimate for gravelling the three miles of the sandy tract which forms the road.

As I said previously about the Mundattumkara canal, the people of the place have to contribute towards the reduction of expenditure by giving land free and so forth. I am not prepared even to consider the matter until people give proof that they can contribute substantially towards its cost.

The necessity for widening and extending the Kudilil canal has not been established, so, that will not be proceeded with either.

The estimate for deepening the Dhanapadi canal and the construction of parapet walls on its banks works out to Rs. 81,000. But, it is an old estimate and under present day conditions it will have to be altered. However the expenditure is so heavy that I do not propose to consider it now.

You propose that a new building should be constructed for the local dispensary. The dispensary at Haripad has already a good building and there is accommodation for in-patients as well. In any case Mavelikara is only a few miles away and they have a good hospital there.

Then you come to the construction of public latrines and urinals. That is a matter for the Municipality and you must do what you can to get the Municipality to do that work. It is not a work which the Government will undertake.

108. Needs of the Mavelikara taluk.

MR. MANIKETTU MADHAVA MENON (*Member, Municipal Council, Mavelikara*) said that the need for the construction of a bridge at the Prayikara *Attukadavu* on the Mavelikara-Tiruvalla road had been represented several times to the Government. When the Dewan visited the place, he was convinced of the necessity for the bridge and asked the Division Officer to prepare plans and estimates, and they had been prepared. He requested that the work might be put in hand at an early date.

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